

EISENHOWER WEST SMALL AREA PLAN

Steering Committee

October 14, 2015



Meeting Agenda

- Welcome
- Meeting Goals & Schedule
- Final Comments
- Endorsement of the Draft SAP
- Next Steps & Wrap Up
- Community Comments & Questions



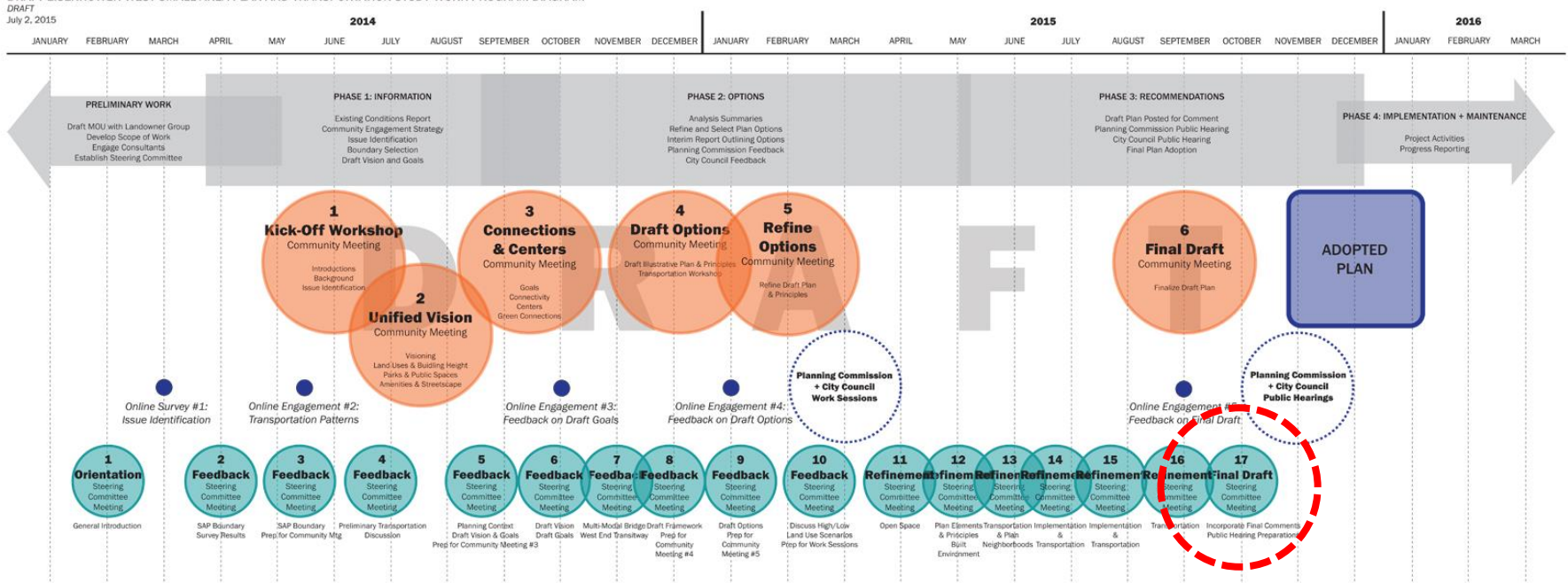
Meeting Goals

- Receive updates
- Provide feedback on final comments
- Endorsement draft SAP
- Review next steps



Work Program: Phasing, Key Meetings, & Online Engagement

DRAFT EISENHOWER WEST SMALL AREA PLAN AND TRANSPORTATION STUDY WORK PROGRAM DIAGRAM



Schedule

- **Today:** Steering Committee Meeting #17: Final Comments and Endorsement of Draft SAP
- **November 5th/14th:** Plan Considered for Adoption by Planning Commission & City Council



Final Comments

- AlexEngage: 17 responses
- Steering Committee
- Property Owners
- Eisenhower Partnership
- Environmental Policy Commission
- Alexandria Housing Affordability Advisory Committee
- Park and Recreation Commission
- Transportation Commission



What We Have Been Hearing

- Vision, Process, Summary
- TSA and Office Uses
- Historic Resources
- Parking
- Blocks
- Building Height
- Street Hierarchy: P and C Streets
- Multimodal Bridge
- Developer Contributions
- Zoning



Strong Vision and Process

- “The current plan document is a thoughtful response to the priorities of many individuals and organizations.”
- “I am pleased with the vision and goals of the plan, which reflect a really nice blend of the best options and proposals from the last round of online proposals.”
- “Overall, this draft plan looks AWESOME from my perspective.”
- “One of the most visionary, most appealing aspects of this plan is how it deals with industrial use.”
- Add summary points in beginning of document



TSA and Office Uses

- Incorporated additional language in the Implementation chapter introduction on the TSA and additional office uses:

“The purpose of this chapter is to describe a set of implementation strategies for the long term land use, infrastructure, public space, and placemaking goals envisioned in the EWSAP. The implementation considerations incorporate current and expected future market demand, including the recent announcement of the TSA relocation to Victory Center, for the intended real estate product types, planning level cost estimates for infrastructure improvements, and the potential for developer contributions.”

Historic Resources

- Incorporate the importance of historic resources in principles of open space and placemaking:

“Knowledge of the history of the planning area can create special places through enabling connections to the past. The history of the planning area provides opportunities to elucidate and interpret the early landscape of the area and its probable use by Native Americans, late 18th and early 19th-century settlement by Europeans and the activities at several plantations and estates, railroad history, and the military activities that took place during World War II. Historical markers as well as other design elements in open space will be used to accomplish these goals.”

- Incorporate the importance of historic resources in neighborhood open space principles:

“The opportunity exists to interpret historic resources...”



Parking

- New diagram describing parking tucked under grade/topography
- Keep general parking guidelines in plan-wide chapter
- Move specific parking guidelines to neighborhoods chapter
- Parking will be located below grade with alternative considerations for site-specific constraints such as topography and floodplain
- New guideline:
“In the case that underground parking is not permitted due to floodplain constraints, above ground parking will be permitted subject to architectural screening compatible with the design and materials of the building architecture.”



Blocks

- Include language on flexibility of mid-block connections, similar to the Beauregard SAP:
“Mid-block connections are encouraged to allow for pedestrian and alley access. Connections will be determined at the time of development in concert with development and design guidelines.”
- Note added to blocks diagram (figure 4.17)
“Note: Blocks depicted are for illustrative purposes. The actual block configuration will be based on this plan and all future requirements.”

Building Height

- Keep general building height guidelines in plan-wide chapter
- Move specific building heights guidelines to neighborhoods chapter, including height ranges
- Address the fact that current zoning allows taller buildings than the plan in some areas
- Removing guideline 3 in Neighborhood 2
- New diagram describing shoulder zones
- Clarifying shouldering guideline to:
“Building heights will respect adjacent land uses. Buildings will incorporate shoulders, or step down in height, that are compatible in height and setback with adjacent buildings.”
- New guideline for heights:
“Outside the ¼-mile for catalyst projects, lower heights might be considered with the overall goal of achieving a variety of heights that step down from the Van Dorn Metrorail Station.”

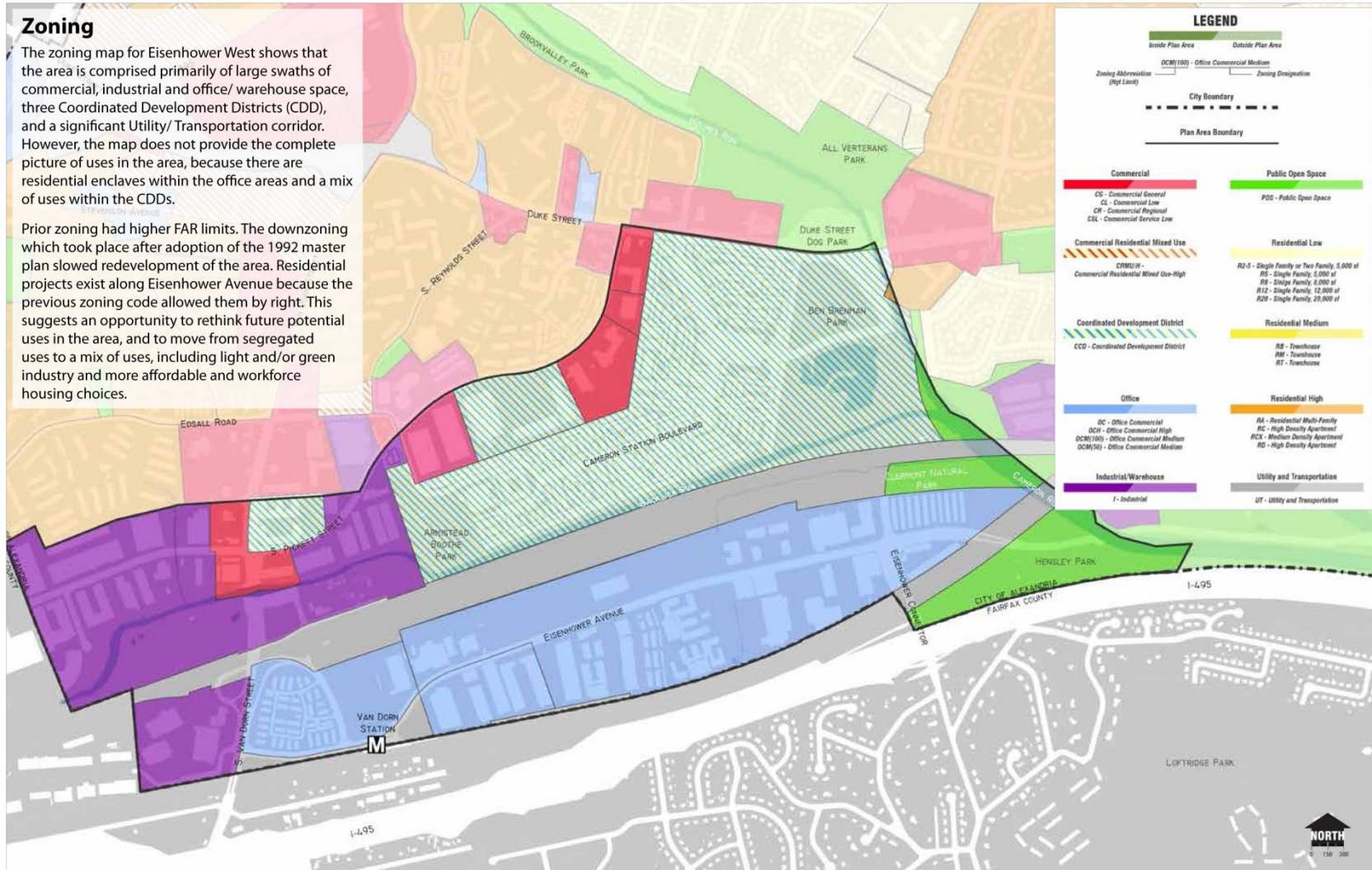


Current Zoning and Height

Zoning

The zoning map for Eisenhower West shows that the area is comprised primarily of large swaths of commercial, industrial and office/ warehouse space, three Coordinated Development Districts (CDD), and a significant Utility/ Transportation corridor. However, the map does not provide the complete picture of uses in the area, because there are residential enclaves within the office areas and a mix of uses within the CDDs.

Prior zoning had higher FAR limits. The downzoning which took place after adoption of the 1992 master plan slowed redevelopment of the area. Residential projects exist along Eisenhower Avenue because the previous zoning code allowed them by right. This suggests an opportunity to rethink future potential uses in the area, and to move from segregated uses to a mix of uses, including light and/or green industry and more affordable and workforce housing choices.



Streets

- Adjusted street hierarchy:

“The City has a strong preference for all new streets to be public streets. The City will work with property owners if they demonstrate a need for parking under sidewalks or streets based on site constraints, topography, or block size.”

- P Streets adjacent to rail lines will be changed to C Streets

“Streets abutting rail lines will have flexibility in street and sidewalk width where appropriate.”

- Connections behind Victory Center are recommended, not required

Multimodal Bridge

- Adding language on consultation with affected property owners in plan-wide and neighborhood chapters
- Adding details on options studied in plan-wide chapter
- Comments received reflect the importance of this connection and other north-south connections in realizing the plan vision



Developer Contributions

- Clarifying language on elements that will determine a range of developer contributions in Phase 2:

“The City anticipates that developer contributions at approximately \$10-12 per square foot (2015 dollars) on average will accommodate future infrastructure needs and is comparable to contributions in recent plans. However, the goal is to calibrate developer contributions so as to build and sustain redevelopment momentum created by the TSA Headquarters announcement and this plan. The Infrastructure and Funding Plan will determine how contributions should be phased in over time and will look at varying contributions by neighborhood and land use. During the period that the Infrastructure and Funding Plan is under development, contributions will be evaluated on a case-by-case basis taking into account the financial feasibility of each project. The Infrastructure and Funding Plan will also confirm the list and timing of infrastructure improvements and public facilities called for by the small area plans and determine funding sources for each. Funding sources will likely vary by category of infrastructure or facility.”



Zoning

- Goal is to achieve desired vision of mix of land uses and heights with street and open space framework

Endorsement of the EWSAP

- What concerns you about the Plan?
- What do you like about the plan?
- What elements or features should be highlighted?
- What should be noted as we move forward with Phase 2 and implementation?



What's Next

Consideration of Plan Adoption

- Thursday, November 5th, Planning Commission
- Saturday, November 14th, City Council



EISENHOWER WEST

